

Message Text

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PAGE 01 BUENOS 0917Z 182205Z

64

ACTION EB-11

INFO OCT-01 ARA-16 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

INR-10 NSAE-00 RSC-01 FAA-00 DOTE-00 SS-20 NSC-10 L-03

H-03 SCEM-02 SCI-06 INT-08 DRC-01 /101 W

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R 182101Z DEC 73

FM AMEMBASSY BUENOS AIRES

TO SECSTATE WASHDC 4712

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E.O. 11652: N/A

TAGS: ETRN, AR

SUBJECT: CIVAIR CHARTER PERMIT APPLICATIONS

REFS: (A) STATE 245727

(B) BUENOS AIRES 9105

(C) STATE 244460

(D) BUENOS AIRES 8758

1. SUMMARY: PROBLEMS OF US SCHEDULED AIRLINES IN SECURING CHARTER PERMIT APPLICATIONS FROM GOA APPARENTLY SOLVED FOR CURRENT VACATION PERIOD. PAN AM PROCEEDING TO OPERATE ALL PROGRAMMED CHARTERS. BRANIFF, ON OTHER HAND, HAS CANCELLED ALL PROJECTED CHARTERS. PAN AM HAS RECEIVED ORAL PERMISSION OPERATE ALL CHARTERS REQUESTED, INCLUDING RETURN TRIPS, WITH SPECIFIC RESERVATION THAT CIVAIR AUTHORITIES ARE NOT THEREBY ASSURING FUEL AVAILABILITIES FOR FLIGHTS FROM ARGENTINA PROGRAMMED FOR LATE DECEMBER AND JANUARY. END SUMMARY

2. UPON RECEIPT REF A, EMBASSY INFORMED ACTING DIRECTOR DNTAC, COMMODORE MULLEN, THAT USG COULD NOT CONSIDER MAKING EXCEPTIONS TO OIL ALLOCATION REGULATIONS. WE EMPHASIZED US ALLOCATION REGS COMPLETELY NONDISCRIMINATORY AND IN ACTUAL SITUATION AEROLINEAS APPEARS IN GOOD SHAPE BECAUSE OF RELATIVELY MORE ASSURED SUPPLIES FROM US DOMESTIC SOURCES.

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PAGE 02 BUENOS 0917Z 182205Z

MULLEN, AFTER THANKING EMBOFF FOR INFORMATION ON POSSIBLE

SUPPLIES OF FUEL IN US TO AEROLINEAS, EXPRESSED CONSIDERABLE CONCERN THAT BECAUSE AEROLINEAS WAS FLYING FEWER FLIGHTS IN EARLY 1972 THAN IT HAS BEEN OPERATING RECENTLY WOULD FIND IT DIFFICULT TO MAINTAIN SATISFACTORY LEVEL OF OPERATIONS IF LIMITED TO 85 PERCENT OF US FUELS USED IN 1972. HE POINTED OUT THAT US AIRLINES, SPECIFICALLY BRANIFF, IN 1972 WAS FLYING ONE MORE FLIGHT WEEKLY THAN AT PRESENT OR IN RECENT PAST. HE SAW THIS SITUATION AS SOMEWHAT INEQUITABLE.

3. EMBOFF REITERATED THAT EFFORTS OF US AUTHORITIES WAS TO TREAT BOTH US AND INTERNATIONAL AIR CARRIERS EQUITABLY UNDER STANDARD RULES AND ALLOW AIRLINES *O USE BEST JUDGMENT IN PROGRAMMING REGULAR AND NONSCHEDULED ACTIVITIES WITHIN RELATIVELY PREDICTABLE FUEL SUPPLY AVAILABILITY. ON OTHER HAND, WE POINTED OUT, GOA APPARENTLY CONTINUING TO HINDER OPERATIONS OF CHARTER OPERATORS IN ARBITRARY FASHION WITHOUT REFERENCE TO FUELSUPPLIES. AT THIS JUNCTURE MULLEN INTERPOSED COMMENT THAT FUEL SUPPLIES IN NEAR FUTURE G BECO ILQP#DIFFICULT IN ARGENTINA AND DNTAC HAD NO CONTROL IN THIS AREA AND COULD NOT PROTECT AIRLINES FROM POSSIBLE STRANDING OF PASSENGERS AND INCONVENIENCE SHOULD OTHER GOA OFFICES RESTRICT FUEL AVAILABILITIES. EMBOFF INDICATED TO MULLEN THAT NEITHER USG NOR US AIRLINES CONSIDERED DNTAC CHARTER PERMIT APPROVAL AS GUARANTEE OF FUEL AVAILABILITIES.

4. AT END OF DISCUSSION, MULLEN INDICATED HE WOULD BE ABLE TO AUTHORIZE US AIRLINES CHARTER FLIGHTS WITH SPECIFIC RESERVATION THAT FUEL AVAILABILITIES NOT GUARANTEED AND THAT HE WOULD SO INFORM US AIRLINES. WE HAVE CONFIRMED THAT HE DID SO ORALLY ON DECEMBER 17 ANB HAS PROMISED TO CONFIRM PERMIT APPROVAL IN WRITING. PAN AM NOW EXPECTS TO COMPLETE ITS CURRENT CHARTER PROGRAM FOR HOLIDAY SEASON IN LATE JANUARY. LOCAL BRANIFF REP CONFIRMS THAT HIS LINE HAS CANCELLED 4 BACK-TO-BACK CHARTER FLIGHTS WHICH HAD BEEN ON TENTATIVE PROGRAM.

5. EMBASSY DOES NOT VIEW RESERVATION MADE BY MULLEN CONCERNING FUEL SUPPLIES IN ARGENTINA AS ANY THREAT TO PAN AM OPERATION. RATHER, WE VIEW MULLEN'S SPECIFIC RESERVATION RE FUEL AVAILABILITIES AS JUSTIFICATION WHICH HE WILL USE BEFORE OTHER GOA OFFICIALS, TOGETHER WITH LACK OF OPPOSITION TO LIMITED OFFICIAL USE

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PAGE 03 BUENOS 09172 182205Z

PAN AM CHARTER FLIGHTS BY AEROLINEAS, FOR HIS GRANT OF CHARTER PERMIT APPROVAL. LOCAL JET FUEL SUPPLIERS INDICATE THAT FOR NEXT TWO OR THREE MONTHS THERE SHOULD BE NO CRITICAL SHORTAGE OF JET FUEL IN B.A. NOR NEED FOR ARBITRARY RESTRICTIONS.

6. EMBASSY REQUESTS DEPARTMENT AND OTHER USG AGENCIES TAKE NOTE OF GOA CONCERN THAT USE OF 1972 FUEL USE DATA AS BASIS

FOR 1974 ALLOCATIONS MAY ACT TO PREJUDICE AEROLINEAS. GOA
AND AEROLINEAS MAY BRING UP THIS POINT AGAIN AFTER POST-
JANUARY 7 RESTRICTIONS BEGIN TO BITE.
KREBS

NOTE BY OCT: BUENOS AIRES 9172 # AS RECEIVED.
WILL BE SERVICED ON REQUEST.

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: CIVIL AVIATION, AIRLINES, SUPPLEMENTAL AIRLINES, AIR ROUTE APPLICATIONS, JET FUEL, RATIONING
Control Number: n/a
Copy: SINGLE
Draft Date: 18 DEC 1973
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: golinofr
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1973BUENOS09172
Document Source: CORE
Document Unique ID: 00
Drafter: n/a
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: n/a
From: BUENOS AIRES
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1973/newtext/t19731219/aaaaanyb.tel
Line Count: 121
Locator: TEXT ON-LINE
Office: ACTION EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 3
Previous Channel Indicators:
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: (A) STATE 245727
Review Action: RELEASED, APPROVED
Review Authority: golinofr
Review Comment: n/a
Review Content Flags:
Review Date: 16 JAN 2002
Review Event:
Review Exemptions: n/a
Review History: RELEASED <16-Jan-2002 by shawdg>; APPROVED <11 MAR 2002 by golinofr>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVAIR CHARTER PERMIT APPLICATIONS
TAGS: ETRN, AR, US, BRANIFF, PAN AMERICAN AIRLINES, AERIO LINAS ARGENTINAS
To: STATE
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005